

## **20. LAND USE**

### **INTRODUCTION**

This Land Use Element represents the Land Use Plan for the City of Atlanta. It includes the Land Use Policies that are contained within this document, as well as the set of twenty-four Land Use Maps (one for each Neighborhood Planning Unit), that is maintained in the Bureau of Planning Office. The Land Use Plan is a guide to the physical growth and development of the City for the next fifteen years, beginning in 2004.

The goals of the City's Land Use Plan are to ensure that the land resources of the City accommodate economic development, natural and historic resources, community facilities, and housing; and to protect and promote the quality of life of the residents of Atlanta's communities.

A close correlation exists between the Land Use Plan and the City's zoning maps. Four times a year, amendments are made to the Land Use Plan so that zoning changes correspond with the Land Use Plan. These amendments are made in order to comply with the landmark case of *Moore vs. Maloney*, in which a federal court ruled in 1985 that zoning changes must be consistent with the CDP Land Use Plan. Prior to the court ruling, the land use plan was amended annually to correspond to zoning changes.

The amendments are commonly referred to as "CDP Amendments", and require the submission of a formal CDP Amendment application and hearing, in a similar fashion to an application for a zoning change to a property. The quarterly CDP hearings are conducted in the Atlanta City Hall Council Chambers by the Community Development/Human Resources Committee (CD/HR Committee).

This Land Use Plan has been prepared in order to achieve the City's development goals. These goals were first expressed by the City's first zoning ordinance in 1922. Development goals for the City of Atlanta were then expressed by the *Population, Growth, and Distribution Report* of 1953; by Planning Atlanta, which was published in 1970; by the 1973 *Urban Framework Plan* and by a series of annual CDP updates beginning in 1975.

The Land Use Element includes sections on Inventory and Assessment, Current Land Use Policies, and Proposed Land Use Policies, Land Use Activities Currently Underway.

### **INVENTORY AND ASSESSMENT**

#### **CURRENT LAND USE CONDITIONS**

The City of Atlanta contains a land area of approximately 132 square miles, which represents 84,480 acres. Metropolitan Atlanta, which encompasses a defined twenty-county area, continues to grow and expand at a rapid pace, faster than the City. Nevertheless, the City of Atlanta retains its position as the hub of the entire region.

A prominent feature of Atlanta's development pattern is the star-shaped form of commercial and industrial land use radiating outward from the central core. This growth pattern follows natural

ridge formations and is further reinforced by the transportation network of major streets, freeways, railroads, and the MARTA transit system. The transportation network reflects the topography, particularly Atlanta's natural ridge formations, which bound ten streamway watershed basins.

Notable physical characteristics within the City of Atlanta are the rolling, hilly topography, numerous streams, and an extensive tree canopy. Atlanta has developed naturally, into an "organic" land use pattern.

Ten topics comprise the ensuing discussion of current land use conditions. They are:

1. Watershed Framework
2. Neighborhood-Centered Land Use
3. Nodal Development
4. Land Use Inventory
5. Land Use Mixtures
6. Land Use Transitions
7. Land Use Designations
8. Zoning Districts
9. Relationships Between Land Use Designations and Zoning Classifications
10. The Land Use Intensity System of the Zoning Regulations

### *Watershed Framework*

Atlanta's roadway network and resulting development patterns are directly shaped by its watershed topography.

Atlanta is the meeting point for ten streamway watershed basins that are thousands of acres in size and which supply two distinctly separate river basins--the Chattahoochee River and the Ocmulgee River.

At the northern and western sides of the City, the Chattahoochee River is supplied by seven streamway basins: Long Island, Nancy Creek, Peachtree Creek, Proctor Creek, Sandy Creek, Utoy Creek, and Camp Creek. In the southeastern section of the City, three streamway basins supply the Ocmulgee River: Sugar Creek, Intrenchment Creek, and the South River.

Ridgelines and plateaus bound each streamway watershed basin. The basins, which are cradled by the higher topographical features, are actually floodplain valleys where the headwaters of several tributary creeks originate in springs. These springwaters flow into a principal creek, which ultimately flows through a streamway corridor and floodplain to supply each of the rivers. A more detailed description of Atlanta's watersheds is provided within Chapter 11 on 'Natural Resources.'

### *Neighborhood-Centered Land Use*

A useful framework for thinking about land development may be provided by defining areas of increasing size and development intensity, which form concentric rings. In theory, these can be described by the following definitions for 'neighborhood', 'community', and 'city':

- Neighborhood—Encompasses an area that has a one-fourth mile radius and a population of 2,000 to 5,000 persons.

- Community—Encompasses an area that contains two or more neighborhoods and has a combined population of 15,000 to 30,000 persons.
- City—Encompasses all communities that are contained within the jurisdiction.

An idealized concept of neighborhood-centered land use defines a ‘neighborhood’ as a land area whose geographical boundaries are located within a radius of one-fourth to one-half of a mile from an elementary school. According to this concept, the elementary school is the focus of civic activity at the neighborhood level, and is within walking distance for children and their families who live in the surrounding residences. This concept has diversified to include convenience commercial establishments as the functional foci of neighborhoods. In part, this is due to the increasing size of elementary schools, which often serve children from several neighborhoods that are located within the required radius.

In Atlanta, elementary schools and convenience commercial land uses sometimes are shared by several neighborhoods, and located at such distances that require access by motorized transportation. However, experience has shown that one-fourth to one-half of a mile is the distance that people will generally walk to a destination. This has become a nationally recognized, established standard for the development of pedestrian-oriented land uses that serve neighborhood clusters.

In Atlanta, communities (as were defined above) are loosely formed of several neighborhoods that are oriented to the same institutional or commercial centers, or to transit stations. The West End MARTA station and commercial core is an example of a community focus point, or node, which serves the West End, Westview, Harris Chile, Ashview Heights, and Mozley Park neighborhoods, among others. However, most land development in Atlanta has occurred along highway and roadway transportation corridors that poorly define communities. Atlanta’s familiarity with suburban-style, low-density, single-family detached residential neighborhoods has influenced a preference for, and perpetuation of, this land use pattern. In addition, vehicular mobility enables citizens to travel beyond communities for particular services, commerce, and recreational experiences.

### *Nodal Development*

The *Urban Framework Plan*, which was adopted by the City of Atlanta in 1973, proposed a series of high-density, mixed-use development nodes. The concept of ‘nodal development’ is transportation-oriented and seeks to centralize development into a concentric, rather than linear, land use pattern. These nodes mostly coincide with rapid transit stations, such as the Midtown, West End, Lenox, and Lindbergh MARTA stations, where all forms of access are good and high-density development is appropriate. Other nodes were proposed at certain freeway interchanges, including the Greenbriar Mall area and I-75 at Cleveland Avenue. The concept of ‘nodal development’ can be broadened to include commercial and civic centers as the nodal focus point that would serve a community.

“Nodal development”, in concept, is characterized by the following distribution of land uses round MARTA transit stations:

- Presence of a “core zone”--A core zone exists between 1,000 and 2,000 feet in diameter, which contains a high-intensity mixture of multiple land uses. A ‘transition zone’, which surrounds the core, acts as a buffer strip in which land use intensity and building scale mediate between the core and surrounding areas. A ‘preservation zone’ surrounds the transition zone and allows the preservation of existing residential

neighborhoods, industrial areas, or commercial areas that lie outside of the proposed development nodes.

- Formation into “concentric rings”--In concept, nodal development takes the form of ‘concentric rings.’ However, in some instances, the form can be skewed due to the presence of natural physical barriers or because of a City policy of protecting single-family neighborhoods from the adverse impact of high-density development. The Lenox and Lindbergh Center MARTA station areas are two examples of this type of variation. In theory, where community nodes exist, the rings of nodal development overlap the boundaries of neighborhoods and neighborhood clusters.
- Existence of relevant preservation policies--The ‘nodal development’ concept is complemented by the existence of preservation policies for neighborhoods and urban conservation areas. The policy of nodal development that was established by the Urban Framework Plan has shown results especially in the Midtown and Lenox areas. A corollary of the nodal development policy is to discourage strip commercial development.

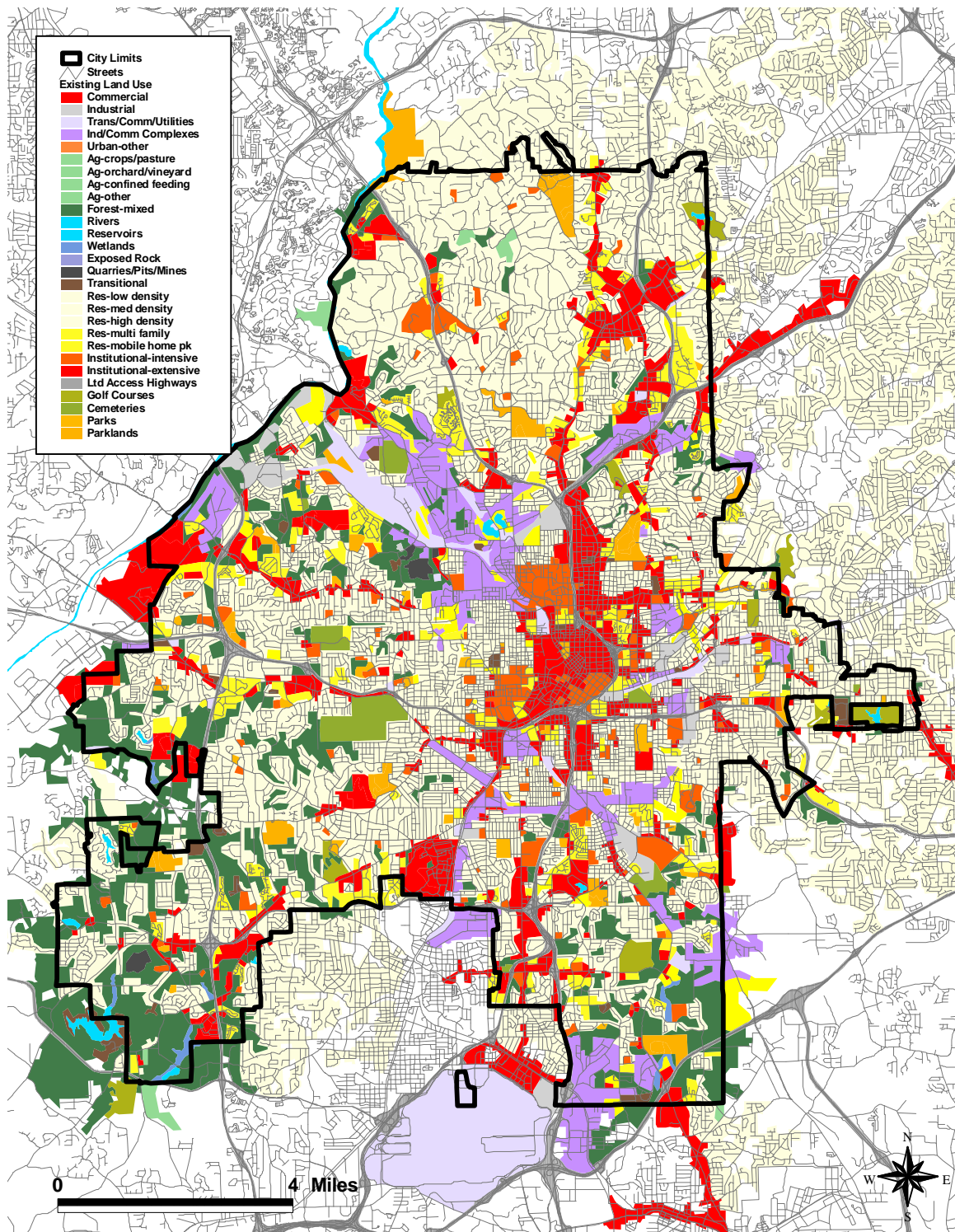
### *Land Use Inventory*

A land use inventory was conducted for the City of Atlanta in order to meet the State of Georgia’s mandate that each jurisdiction that seeks State certification conduct one.

The City’s land use categories are grouped into eight major categories: These include the following: 1) Residential; 2) Commercial; 3) Industrial; 4) Transportation, Communications, and Utilities (TCU); 5) Institutional; 6) Recreational Open Space; 7) Vacant Land; and 8) Rivers, Lakes, and Streams. No agricultural or mining uses currently exist within the City of Atlanta.

Map 20-1 provides a very general illustration of existing land use within the City of Atlanta as of 1999 (as provided by the Atlanta Regional Commission). The land use inventory for the City of Atlanta separates land uses into categories for the purpose of data collection only; the City of Atlanta encourages vital mixtures of land uses (see section ‘Land Use Mixtures’, below). Table 20-1 portrays the approximate acreage and percentage of the City’s total land area that was devoted to each of the eight land use categories in 1999.

**Map 20-1: Existing Land Use in the City of Atlanta in 1999**



Source: Atlanta Regional Commission, 1999

### Residential Land Use

Residential land use consists of large areas of residential development that are grouped into well-defined neighborhoods. These comprised over half of the City's land area (54 percent) in 1999. This was particularly evident in the northern and southwestern quadrants, where single-family housing accounted for most of the residential use. This was by far the largest land use category, and the relative amount was significantly greater than was that of most cities that are of comparable size.

As is indicated above, the largest residential areas have been developed for low-density, single-family detached homes. Another significant characteristic was that many single-family neighborhoods were successfully maintained next to relatively high-density development. This coexistence could be attributed, in part, to City policies regarding neighborhood preservation (see 'Promotion of Neighborhood Conservation', below).

### Commercial Land Use

The City's commercial areas comprised approximately 10 percent of the City's total land area in 1999. Commercial areas were located in the central core (Downtown) and along major arterials, such as Peachtree Road, Piedmont Road, Cheshire Bridge Road, Martin Luther King, Jr. Drive, Bankhead Highway, Ponce de Leon Avenue, Campbellton Road, and Jonesboro Road.

Control of strip commercial development was first emphasized in the Planning Atlanta study of 1970, and it has continued to be reinforced in subsequent studies and comprehensive development plans to the present day. All aspects of the City's development are better served when streets are relieved of the traffic congestion, confusion, and multiple turning movements that are present in most commercial strips. The nodal development concept, when it is reinforced by appropriate zoning, is intended to discourage the growth of commercial strips. The largest areas of commercial/office land uses were present in Downtown, Midtown, and Buckhead.

### Industrial Land Use

About 8 percent of the City's land area in 1999 was committed to light and heavy industrial uses. The industrial areas were mainly concentrated in the northwestern part of the City, between the Chattahoochee River and Fulton Industrial Boulevard, and along the Southern Railway and Seaboard Coast Line Railroad, which extended through the northeastern corridor. On the southside, industries were located along the Central of Georgia Railway, the Atlanta and West Point Railroad, Southern Railway, Zip Industrial Boulevard, and South River Industrial Boulevard.

A recent trend in older industrial areas is to transform existing buildings into residential or mixed-use loft developments. Newer industries are concentrated in industrial parks, such as the Atlanta Industrial Park in the northwest and the Southside Industrial Park in the southeast.

### Institutional Land Use

Approximately 6 percent of the City's land area in 1999 was committed to institutional uses. Examples of these uses are churches, government facilities, colleges, hospitals and medical offices, and cemeteries.

### Transportation/Communications/Utilities (TCU)

This land use includes roads and utility easements (open land that are devoted to electrical and telecommunications equipment), as well as transportation-related facilities, including the

Hartsfield-Atlanta International Airport and MARTA stations and related facilities. About 19 percent (19%) of the City's total area in 1992 was committed to transportation, communications, and utilities. The City's role as a regional hub has contributed greatly to an increase in the proportion of land use that is devoted for these purposes since 1970. This increase is also attributed to the amount of land that is occupied by the MARTA rail system, the Georgia 400 rights-of way, and streets that are installed in new subdivisions.

#### Open Space/Parks

Approximately 4 percent of the City's land area in 1999 was committed to open space uses such as recreation facilities, parks, golf courses, and floodplains.

#### Vacant Land

Vacant land in 1999 constituted almost 12 percent of the City's total land area. This category was defined as Forest Land in the ARC survey.

#### Rivers, Lakes, and Streams

Water bodies comprise one percent (1%) of the City's total land area.

#### Agricultural Land Use

Only one-tenth of the land was being used for agricultural purposes in the City in 1999.

**Table 20-1: Acreages and Percentages of Total City Land Area – By Major Land Use Categories**

No.	MAJOR LAND USE CATEGORY	APPROXIMATE ACREAGE	APPROXIMATE % OF TOTAL LAND AREA
1	Residential	45,366	54%
2	Commercial	8,195	9.7%
3	Industrial	6,336	7.5%
4	TCU	1,605	2%
5	Institutional	5,370	6%
6	Open Space/Parks	3,100	%
7	Vacant	6,550	11.7%
8	Rivers, lakes, streams	1,000	1.2%
9	Agricultural	0	0%
TOTAL CITY OF ATLANTA LAND AREA		84,480	100%

Source: City of Atlanta Bureau of Planning, 2003 analysis of ARC's 1999 survey.

#### *Land Use Mixtures*

Mixtures of multi-family residential, commercial, office, and institutional land uses can result in a more efficient use of land and greater social vitality. "Land use efficiency" refers to the reduction of the distance that people travel by automobile to frequent destinations – such as the grocery store, the post office, or the laundry or dry cleaner. When these land uses are dispersed and mixed with apartments, condominiums, or offices, people tend to walk for errands, or to make shorter vehicular trips, resulting in a reduction of traffic generation. The City encourages a compatible mix of commercial, residential and office uses. This could occur vertically, when different land uses are in the basement, first story, or second story of a building. Alternatively, the

mixture could occur horizontally, when different land uses are located within walking distance (which is defined as being within one-fourth to one-half of a mile) of each other.

### *Land Use Transitions*

Where land use classifications exist which permit types of development that have incompatible characteristics, such as incompatible height, density, scale, appearance, or character, they may be separated by another land use classification which permits types of development that has intermediate characteristics, and which may act as a transitional land use area. Such transitional land uses might include residential development with variations in unit densities and building scale.

### *Land Use Designations*

The City of Atlanta has assigned a “land use designation” for each parcel of land. This has occurred over a period of time through official City policy in consideration of several factors; including existing land use conditions, projected land use and real estate trends, citizen input, petitions by developers, and professional recommendations. The land use designation for a particular parcel of land represents the City’s official policy for the recommended future development of that parcel. It may or may not coincide with the actual use of that parcel as it has been developed. The City considers these land use designations when reviewing rezoning requests.

The land use designations are portrayed on the land use maps for each of the twenty-four neighborhood planning units (NPU’s).

Twelve land use designations are recognized and portrayed on the City’s land use maps. They are: 1) Open Space; 2) Single-Family Residential; 3) Low-Density Residential; 4) Medium-Density Residential; 5) High-Density Residential; 6) Very-High-Density Residential; 7) Low-Density Commercial; 8) High-Density Commercial; 9) Industrial; 10) Office/Institutional; 11) Office/Institutional/Residential; and 12) Mixed-Use Development.

### *Zoning Districts*

The City of Atlanta Zoning Ordinance of 1982, as amended, identifies specific allowable zoning districts within the City, as are listed in Table 20-2. Each parcel of land in the City currently lies within a specific zoning district, as is shown on the Zoning Maps that are maintained by the Bureau of Planning. When a parcel of land lies within a particular zoning district, it is said to be “zoned” according to that zoning district. The City’s zoning districts include fifteen different types of residential zoning districts, an office and institutional zoning district, six commercial zoning districts, two industrial zoning districts, fourteen special public interest districts (SPIs), four types of planned development zoning districts, eight types of landmark districts, and four types of historic districts.

“Historic district zones” may be established as “overlay zones” for the purpose of recognizing official historic zones and requiring that special standards be applied to any development-related activity which is proposed for an existing historic structure or for vacant land which lies within an official historic area. Such properties thus receive special protection due to their historic statuses. The Urban Design Commission engages in a formal review of any development-related proposals for properties that are located within these historic district zones.

Similarly, some SPI districts are overlay zones that add to, rather than supplant, the underlying zoning of property. SPI districts are established for areas of the City that have unique, significant characteristics and thus merit regulation on an individual basis.



### *Relationships Between Land Use Designations And Zoning Regulations*

Each land use designation is more generalized than any individual zoning district and is considered to be compatible with several zoning districts. As a result, many more zoning classifications exist than do land use designations. This is because zoning is a more specific means of regulating property than a land use designation. The land use maps and policies guide the land use pattern of the city in a general fashion, while the zoning districts impose specific controls and permissions on property.

Residential development in Atlanta is regulated through a Land Use Intensity System (LUI System), which was incorporated into the zoning ordinance in 1989. The LUI System incorporates floor area ratios (FARs) to control the bulk of multi-family residential development in relation to gross lot size.

The “unit density” of some low- and medium density residential development is regulated by minimum and maximum of dwelling units per acre. These controls are imposed on property, if considered appropriate, when the CDP land use map designation of the property is changed.

**Table 20-2: Zoning District Codes**

CODE	NAME OF ZONING DISTRICT
R-1	Single-Family Residential. Minimum lot size: 2 acres.
R-2	Single-Family Residential. Minimum lot size: 1 acre.
R-3	Single-Family Residential. Minimum lot size: 18,000 square feet.
R-3A	Single-Family Residential. Minimum lot size: 13,500 square feet.
R-4	Single-Family Residential. Minimum lot size: 9,000 square feet.
R-4A	Single-Family Residential. Minimum lot size: 7,500 square feet.
R-4B	Single-Family Residential. Minimum lot size: 2,800 square feet.
R-5	Two-Family Residential
RG-1	Residential General--Sector 1 (multi-family residential)
RG-2	Residential General--Sector 2 (multi-family residential)
RG-3	Residential General--Sector 3 (multi-family residential)
RG-4	Residential General--Sector 4 (multi-family residential)
RG-5	Residential General--Sector 5 (multi-family residential)
RG-6	Residential General--Sector 6 (multi-family residential)
R-LC	Residential--Limited Commercial
MR-1 to MR-6	Multi-family Residential District (8 districts)
O-I	Office-Institutional
LW	Live Work District
NC	Neighborhood Commercial District
C-1	Community Business District
C-2	Commercial Service District
C-3	Commercial-Residential District
C-4	Central Area Commercial-Residential
C-5	Central Business Support
MRC-1 to MRC-3	Mixed Residential Commercial Districts (3 districts)
I-1	Light Industrial
I-2	Heavy Industrial
SPIs: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, & 14	Special Public Interest Districts: 1) Central Core; 2) North Avenue; 3) Midtown; 4) Arts Center; 5) Inman Park; 6) Poncey-Highland; 7) Candler Park; 8) Home Park; 9) Buckhead Commercial Core; 10) Upper Midtown; 11) Ashby Station; 12) Buckhead/Lenox Stations; 13) Centennial Olympic Park; and 14) Berkeley Park.
PD-H	Planned Development--Housing
PD-MU	Planned Development--Mixed Use
PD-OC	Planned Development--Office/Institutional
PD-BP	Planned Development--Business Park
LDs	Landmark Districts: Cabbagetown, Druid Hills, Martin Luther King, Jr., Washington Park, Oakland Cemetery, Baltimore Block and Hotel Row with several sub areas.
HCS	Historic Districts: West End, Adair Park, Grant Park and Whittier Mill Village.
FH	Flood Hazard Districts
AD	Airport Districts
MC	MARTA Corridors
CC	Chattahoochee Corridors

**NOTES:** SPI districts are grouped to correspond to the predominant categories of land uses and zoning districts that are permitted in each group. SPIs 1-4 and SPIs 11-13 are primarily commercial; SPIs 5-7 and SPI 10 are primarily residential; SPI 8 has special parking regulations for the Home Park neighborhood; and SPI 9 has special parking regulations for the Buckhead Village commercial district. SPI 14 has special residential regulations for the Berkeley Park neighborhood.

**Source:** City of Atlanta Bureau of Planning. Derived from the City of Atlanta Zoning Ordinance of 1982.

Table 20-3 depicts the correspondence of the City's land use designations to its zoning districts. The mixed-use land use designation is unusual in that it imposes a specific control on property: it requires that 20 percent (20%) of the total square footage of a development that is proposed for property that has the mixed-use designation be residential. Table 20-3 shows the correspondence between land use designations, zoning categories, floor area ratios, and residential units per acre. Table 20-4 further illustrates the correspondence. Some zoning districts, notably the SPI and historic districts, are not included in these tables because the correspondence between these districts and the land use designations is determined on a case-by-case basis, by Bureau of Planning staff.

### *Changing the Land Use Designation of a Property*

A property owner may petition the City of Atlanta to officially change the land use designation on that property. This is called a "CDP amendment" or "CDP land use map amendment". This usually occurs when a property owner seeks to rezone a property to a zoning classification that is not currently allowed under the existing land use designation of the property. In that situation, the property owner must also request that the land use designation of the property be changed in addition to changing the zoning classification of the property.

For example, the "Single-Family Residential" land use designation allows only the zoning districts of R-1, R-2, R-3, R-4, R-5, and PD-H. If a property owner were to seek a zoning classification of C-1, then a request for a "CDP land use map amendment" must also be filed along with the rezoning application, in order to initiate the process of changing the land use map designation of the property to Low-Density Commercial.

While it is most common for a CDP land use amendment to be requested in conjunction with a rezoning application, occasionally a neighborhood group might request it, or it might be sponsored by the City Council itself. Such an application would typically be filed with the Bureau of Planning for the purpose of seeking a change in the land use designations of several adjacent or nearby properties in order to encourage the development of certain types of land use patterns.

CDP land use map amendments are reviewed in a similar fashion to that of zoning cases, and then are heard in public hearings that are conducted by the Community Development/Human Resources Committee of the City Council. These public hearings are held on a quarterly basis. The full City Council make final decisions on the CDP land use map amendments.

**Table 20-3: Land Use Classification System**

Land Use Designation	Compatible Zoning Districts	Allowed Units per Acre	F.A.R. Limits
OPEN SPACE	Varies	--	--
SINGLE-FAMILY RESIDENTIAL	R-1 to R-4, PD-H	N/A	N/A
LOW-DENSITY RESIDENTIAL	R-1 to R-4, RG-1 & RG-2, MR-1 & MR-2 PD-H	0-8 0-16 0-32	0.0 - 0.348
MEDIUM-DENSITY RESIDENTIAL	R-1 to R-5 RG-1 to RG-2, MR-1 & MR-2 RG-3, MR-3, PD-H	0-16 0-29 0-64	0.0 - 0.696
HIGH-DENSITY RESIDENTIAL	R-1 to R-5 RG-1 to RG-4, MR-1 to MR-4, PD-H	N/A	0.0 to 1.49
VERY-HIGH DENSITY RESIDENTIAL	R-1 to R-5 RG-1 to RG-6, MR-1 to MR-6 PD-H	N/A	0.0 – 6.40
LOW-DENSITY COMMERCIAL	R-1 to R-5, RG-1 to RG-3, R-LC, MR-1 to MR-4, O-I, LW, NC, C-1 & C-2, MRC-1 & MRC-2, PD-H, PD-OC	N/A	Established by Zoning District Regulations
HIGH-DENSITY COMMERCIAL	R-1 to R-5, RG-1 to RG-6, R-LC, MR-1 to MR-6, O-I, LW, C-1 to C-5, MRC-1 to MRC-3, PD-H, PD-MU, PD-OC	N/A	Established by Zoning District Regulations
INDUSTRIAL	LW, I-1, I-2, PD- BP	N/A	Established by Zoning District Regulations
OFFICE/INSTITUTIONAL	R-1 to R-5 RG-1 to RG-6, MR-1 to MR-6 O-I, PD-BP	N/A	Established by Zoning District Regulations
OFFICE/INSTITUTIONAL/ RESIDENTIAL	R-1 to R-5 RG-1 to RG-6, MR-1 to MR-6 O-I	N/A	Established by Zoning District Regulations
MIXED-USE (min. 20% residential required)	All districts except for I-1, I-2 and PD-BP	N/A	Established by Zoning District Regulations

Except for I and PD districts, all land use designations are incremental. A higher density designation may include lesser density designations.

Source: City of Atlanta Bureau of Planning.

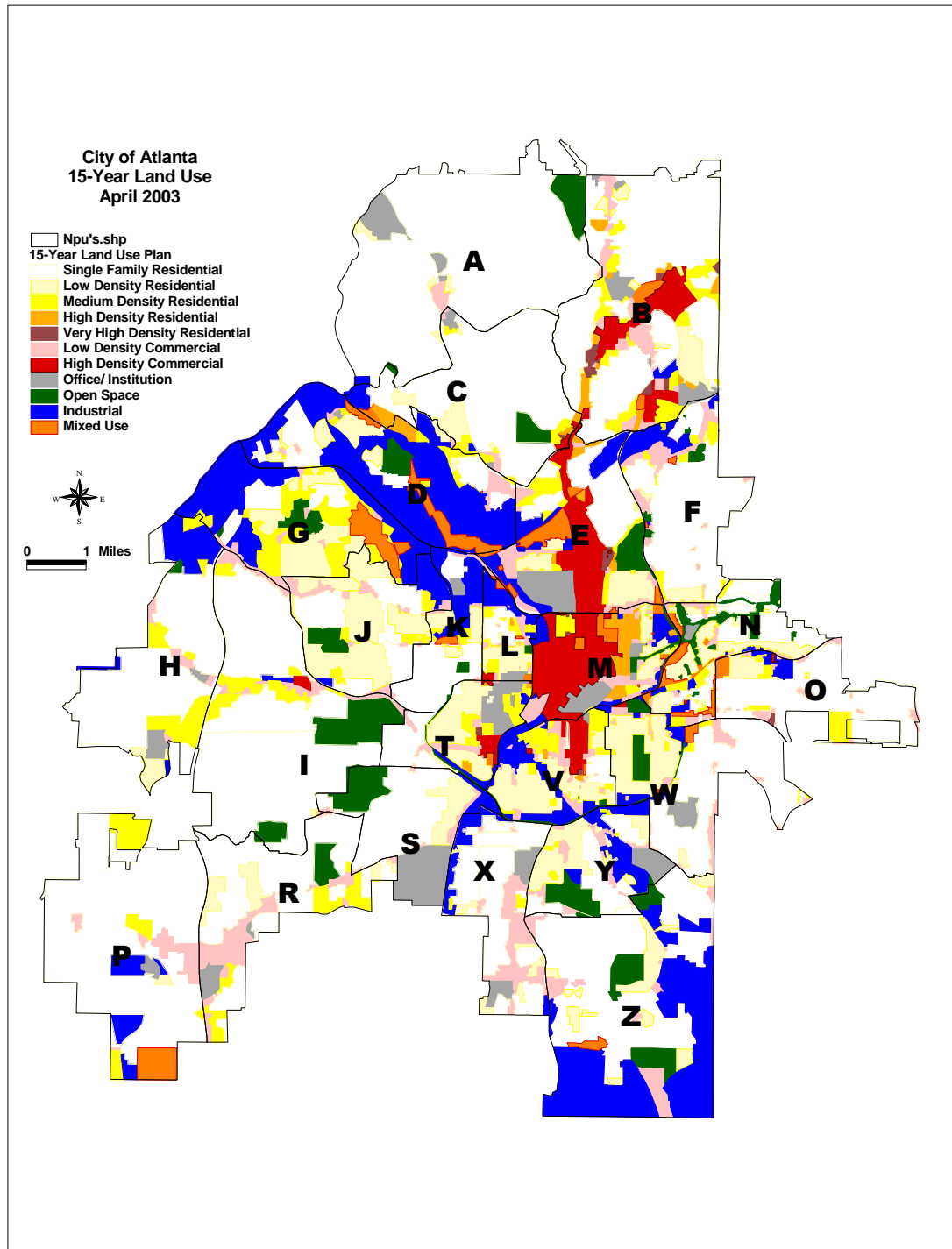
**Table 20-4: Relationships Between Land Use Designations and Zoning Classifications**

Land Use Designation	Zoning Classification																																							
	R-1	R-2	R-3	R-3A	R-4	R-4A	R-4B	R-5	RG-1	RG-2	RG-3	RG-4	RG-5	RG-6	RL-C	MR-1	MR-2	MR-3	MR-4 A & B	MR-5 A & B	MR-6	O-1	LW	NC	C-1	C-2	C-3	C-4	C-5	MRC-1	MRC-2	MRC-3	I-1	I-2	PD-H	PD-OC	PD-MU	PD-BP		
Open Space																																								
Single-Family																																								
Low-Density Residential																																								
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Office/ Institutional																																								
Office/ Institutional/ Residential																																								
Mixed-Use																																								

NOTES: Shaded areas represent compatible zoning classifications. Non-shaded areas represent zoning classifications that are not compatible with land use designations.

Source: City of Atlanta Bureau of Planning.

**Map 20-2: Projected Land Use for 2019**



## ANTICIPATED FUTURE LAND USE CONDITIONS

The future land use pattern for the City of Atlanta is expected to remain similar to the existing land use pattern. This is illustrated by Map 20-2, which portrays projected land use for 2019. Some changes, though, are anticipated to occur in both developed and undeveloped areas, as are described below.

### *Developed Areas*

Many developed areas of the City are anticipated to experience either infill development on scattered vacant tracts of land or the remodeling or redevelopment of existing facilities. Infill development is occurring on individual lots within subdivisions or other bypassed sites. A significant number of older residential units are being remodeled, while many non-residential facilities that are structurally-sound, especially older industrial buildings, are being redeveloped through their conversion for other types of uses, such as loft housing, retail space, or small offices.

These actions have become popular in recent years and are anticipated to continue with greater frequency in response to two main factors: 1) the robust Atlanta real estate market; and 2) the recent increase in public demand for intown living and working places in order to avoid suburban traffic congestion.

Changing citizen preferences and the shrinking supply of land that is available for development will most likely encourage the occurrence of more dense development in and around high-density development nodes where the real estate market is strong. Vertical expansion of the City's commercial and residential uses in Downtown, Midtown and Buckhead is likely to continue. In other areas of the City, the frequency of infill residential development on unused sites is also expected to increase.

The proportions of land uses that are shown in Table 20-5 have remained stable and are expected to reflect the City's land use pattern for the next 15 years, based on forecasts of the number of households and total employment through 2017. Table 20-5 illustrates projected future proportions of land uses. This forecast is not prescriptive; that is, it should not be interpreted to show the recommended proportions of land uses for Atlanta. The City does not ascribe to the theory that an ideal ratio of land uses can be achieved in a given municipality. Functioning land use ratios vary greatly from city to city, depending on the unique history and geographic conditions of the municipality.

**Table 20-5: Projected Acreages and Percentages of Total City Land Area – By Land Use Category for 2018**

#	MAJOR LAND USE CATEGORY	PROJECTED ACREAGE	PROJECTED PERCENTAGE OF TOTAL LAND AREA
1	RESIDENTIAL	43,084	51%
2	COMMERCIAL	5,068	6%
3	INDUSTRIAL	7,603	9%
4	TRANSPORTATION, COMMUNICATIONS, AND UTILITIES	16,921	20%

5	INSTITUTIONAL	5,068	6%
6	OPEN SPACE / PARKS	5,836	7%
7	VACANT LAND	0	0%
8	RIVERS, LAKES, AND STREAMS	1,000	1%
9	AGRICULTURAL	0	0%
TOTALS		84,480	100%

Source: City of Atlanta Bureau of Planning, 2003.

The residential land use pattern is expected to remain similar to what has existed in recent years. Single-family areas are expected to remain as the City's predominant land area. Construction of attached housing has dramatically increased in intown Atlanta over the past several years. Townhomes have become an attractive option for homebuyers. Condominium and loft housing construction have increased as well. Construction of higher-density housing developments should continue to occur in parts of Downtown, Midtown and Buckhead, in older industrial areas, and on infill housing sites in older or resurgent neighborhoods, such as East Atlanta, Inman Park, Lake Claire, Candler Park, and Bolton. It is anticipated that residential uses that are located in airport noise zones will continue to be replaced by industrial and commercial uses. Specialty housing for senior citizens are expected to continue to be developed in response to the aging of the City's population.

The high-density commercial corridor that stretches alongside Interstates 75/85, from one end of Downtown to the other, from Interstate 20 to the Brookwood Interchange, should continue to be the largest and most dense commercial area. The Buckhead/Lenox MARTA Station Special Public Interest District (SPI-12) commercial core is expected to continue to develop and intensify. At the same time, smaller-scale commercial areas, such as Virginia Highlands, East Atlanta Village, and the Buckhead Village, are expected to be preserved. Synergistic mixtures of residential and commercial land uses are anticipated to gain strength and popularity.

The new Neighborhood Commercial District ordinance is intended to stabilize existing neighborhood commercial areas, as well as to enhance the appearance and pedestrian amenity of neighborhood-scale commercial establishments and activities. As in the case of the new Historic Westside Village, this commercial area is being revitalized.

Recent large-scale commercial development within the City was marked by the construction of the new Philips Area in Downtown Atlanta, which opened in 1999. This facility replaced the demolished Omni, and is used for major sporting (Hawks basketball and Thrashers ice hockey) and entertainment events.

New office and residential development have taken place particularly in Midtown. The Midtown Alliance maintains a database of all major development and redevelopment projects that are proposed or underway within Midtown. Among those projects is the new Federal Reserve Bank building, which is currently under construction and should contain about one million square feet of office space upon its completion. The building is significant because of its size and location. It will occupy a City block that has been vacant and underutilized for many years during adverse economic times. Its presence is expected to represent an economic anchor for the area for many years to come.

The industrial land use pattern reflects shifts in employment patterns. These shifts have become evident as some older, underutilized industrial facilities have become appealing for



redevelopment as other uses (such as loft housing, retail space, or small incubator offices replacing former warehouses), or as mixed-use development projects. Notable among the latter are the Castleberry Hill area, which lies west of Downtown, and the former Atlantic Steel industrial site, which is currently being redeveloped as Atlantic Station a mixed commercial, residential, and office development. Atlantic Station has been nationally-heralded for its intown location, for its adaptive re-use of a large brownfield industrial site, and for the 17<sup>th</sup> Street multi-modal bridge that is to be constructed to link the development with Midtown. The site contains some 144 acres and is located on Fourteenth Street, west of Interstates 75/85. Upon its anticipated completion within the next two decades, the mixed-use development would be a “mini-city” that would include over 12,000,000 square feet.

Industrial land uses are expected to grow in those areas that are adjacent to Hartsfield-Atlanta International Airport where residential users are being phased out due to the presence of excess airport noise. Development of Southside Industrial Park is such an example. As a result of these trends, it is anticipated that the amount of existing industrial space in older industrial districts will decline, but that decline will be partially compensated for by an increase in the amount of industrial space that is provided within newer industrial parks. Re-use of obsolete industrial space is also underway with the development of the Northyards Business Park at North Avenue and Northside Drive.

### *Land Planning Trends*

Several factors are likely to influence urban design in Atlanta in the twenty-first century. These factors are listed below.

- a) Increased demand for land use development patterns to be directed, controlled, and managed to relate to the management parameters of the river basin and stream basin framework.
- b) Increased demand for a return to the essential unit of development and redevelopment in urban settlements (approximately a one-fourth to one-half mile walking distance radius), which is comprised of two or more neighborhoods, having a combined population of 15,000 to 30,000.
- c) Increased demand for the development process to be managed so that the development community (including development authorities) produces hierarchical systems of compact, pedestrian-friendly, mixed-use settlements that are designed as coherent units of development with focused centers as follows:
  - Neighborhoods (service population of 2,000 to 5,000).
  - Communities (two or more neighborhoods, having a combined population of 15,000 to 30,000).
  - Citywide.
- d) Increased demand for the development process to reinforce local identity by using historic restoration and architectural and site planning design standards that are sympathetic to local historic architectural trends at neighborhood, community, and citywide levels.

- e) Increase demand for hierarchical systems of economic development to incorporate spatial allocations for workplaces and workshops to accompany conventional retail uses in mixed-use environments around civic squares at the following levels:
  - Neighborhood level—retail vendors or two-story “mom and pop stores” at neighborhood squares).
  - Community level (arterial intersections and transit station nodes)—primarily housing developments with street-level commercial uses and offices.
  - Citywide level (arterial intersections and transit station nodes)—primarily housing developments with allocations for workshop/office spaces and commercial uses.
- f) Increased demand for hierarchical systems of civic/cultural activities which are to be accommodated by spatial allocations for the following activities in mixed-use development projects that are adjacent to civic squares at the following levels:
  - Neighborhood level—meeting halls and associated open spaces such as recreational facilities, bus stops, daycare centers, and elementary schools serving one to two neighborhoods.
  - Community level (nodes at arterial intersections and transit station nodes)-- facilities and spaces to accommodate the following activities: libraries, education (pre-school elementary, secondary, and adult education); social functions, performing arts activities, visual arts, day care, human and social services, religion, health care (holistic and traditional), play spaces, ornamental gardens, and others.
  - Citywide levels (arterial intersections and transit station nodes)--allocation of spaces for citywide scales of activities to be accommodated at community-level centers such as libraries, performing arts centers, daycare centers, etc.
- g) Increased demand for coordinating hierarchical systems of civic and educational buildings that relate to hierarchical systems of civic spaces and civic functions. This action would require the Atlanta Public School Board to coordinate with the programming for the City's designated system of civic spaces.
- h) Increased demand for the development community to produce systems of housing which respond to the needs of individuals who are at all stages of the family lifecycle (and economic) cycle, and relate to civic spaces at the quadrant, neighborhood, and community levels (including nodes at transit stations and arterial intersections).
- i) Increased demand for a full range of housing types, workplaces (office and craft), shops, and schools that help to integrate all age groups and economic classes. This includes a development process where financing and incentives are implemented to produce streams of rehabilitated and new housing for the following:
  - Four household sizes for one person, for two to three persons, for five persons, and for more than five persons).
  - Across four income levels (very-low, low-, medium-, and high-income levels, using the City's median income of \$22,000).

- For two types of tenure--owner, renter (including boarder) with various terms of payment—(weekly, monthly, quarterly, yearly, etc.).
- j) Increased demand for the provision of most of the necessities of daily life within walking distance of the homes of all residents.
- k) In the visible urban landscape, an increased demand for site planning design solutions that subordinate the visual dominance of automobile circulation and parking.

## **CURRENT LAND USE POLICIES**

Current land use policies for the City of Atlanta are grouped in the discussion below by four categories. These are: 1) Citywide Land Use Policies; 2) Specific Types of Land Use Policies; and 3) Land Use Policies for Neighborhood Planning Units (NPU's).

Also, please see the Urban Design chapter of this document (Chapter 19). The Urban Design chapter outlines urban design policies for new and infill development in the City in order to ensure that all future development is compatible with a pedestrian-oriented urban environment and to eliminate development that disrupts the City's urban fabric. The urban design policies emphasize the quality of the street environment, public space, and flexibility of development.

At the same time, the City's land use policies reflect the principles of "New Urbanism" by promoting improved land use planning for neighborhoods. "New Urbanism" reflects the public's desire to live in neighborhoods that offer a wide range of services and activities in small-scale mixed-use environments that provide a sense of intimacy as well as convenience.

### Regional Development Plan

These land use policies build on and further define the Regional Land Use Policies that were identified in *A Framework for the Future: ARC Regional Development Plan*, prepared by the Atlanta Regional Commission in 1999. The City of Atlanta acknowledges and will strive to follow the eleven "Best Land Use Practices" identified in the Plan for the Atlanta Region, as are listed in Table 20-6.

### Livable Centers Initiative (LCI)

The City is also actively engaged in the Regional Livable Centers Initiative and has seven areas designated as Livable Center on the Regional Development Plan. The Town Centers are currently: Greenbriar. The Activity Centers are: West End MARTA station area, H.E. Holmes MARTA station area, Bolton/Moores Mill. The goal of the LCI program is to develop and/or strengthen mixed-use centers within proximity of major transportation infrastructure. The centers will contain a variety of uses, will accommodate density and ensure a range of affordability to improve the housing jobs balance in the area and encourage the use of and support of public transit. The City's LCI are generally clustered around existing or proposed MARTA stations or at the intersection of major transportation routes. To support the community vision and the City's zoning and development policies created for the LCI areas, ARC has committed transportation improvement dollars the RTP to facilitate development of these nodes.

### **CITYWIDE LAND USE POLICIES**

The following eight general land use policies have been identified as Citywide guides for future development, and are directed toward the achievement of ideal land use patterns:

1. Preserve single-family detached residential neighborhoods against encroachment by non-residential or incompatibly scaled residential development.
2. Control and limit strip commercial development.
3. Encourage nodal land use patterns and mixed-use development around certain public transit stations and selected major transportation intersections.
4. Encourage medium-, high-, or very high-density residential development, particularly in areas that are designated for nodal development, and other selected areas.
5. Promote the efficient use of land in order to minimize sprawl.
6. Redevelop obsolete industrial areas.
7. Construct a pedestrian/people movement system throughout the City.
8. Encourage the dispersal of social service agencies throughout the City, including residential facilities for elderly persons, mentally- and physically-disabled persons, and persons who are undergoing rehabilitation.

**Table 20-6: ARC's Best Land Use Practices**

NAME OF LAND USE PRACTICE	DESCRIPTION OF LAND USE PRACTICE
Practice 1	Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote that a development is, the more self-contained it must be in order to stay below the area average VMT.
Practice 2	Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three- to five-mile area around a development site.
Practice 3	Mix land uses at the finest grain that the market will bear and include civic uses in the mix.
Practice 4	Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5	Place higher-density housing near commercial centers, transit lines, and parks. This will enable more walking, biking, and transit use.
Practice 6	Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if they are located conveniently to housing.
Practice 7	Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8	Reserve school sites and donate them, if necessary, to attract new schools. This will result in neighborhood schools that provide a more supportive learning environment than larger ones.

Practice 9	Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10	Make shopping centers and business parks into all-purpose activity centers. Mixing uses and designing them with the pedestrian amenities of downtowns could improve suburban shopping centers and their environs.
Practice 11	Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

Source: Atlanta Regional Commission, A Framework for the Future: ARC Regional Development Plan, October 1999.

### ***SPECIFIC TYPES OF LAND USE POLICIES***

Specific types of land use policies have been identified for carrying out the City’s general land use policies. They describe implementation measures in greater detail than do general policies. The ten Specific Types of Land Use Policies are:

1. Promote Neighborhood Conservation
2. Encourage Nodal Development
3. Discourage Strip Commercial Development
4. Promote Residential Density Near Available Infrastructure
5. Minimize Urban Sprawl
6. Develop Transit Station Areas
7. Redevelop Obsolete Industrial Areas
8. Enhance the Pedestrian System
9. Promote Interjurisdictional Land Use Compatibility
10. Plan Land Use Transition Areas

The timeframe for implementing specific policies is assumed to be ongoing.

#### **1. Promote Neighborhood Conservation**

The City of Atlanta has established eleven sub-policies that are directed at achieving neighborhood conservation. They are:

- a) Discourage neighborhood buyouts, except where they are a matter of City policy. Wherever it is appropriate, planned developments resulting from neighborhood buyouts should be of sufficient size to provide adequate land for the new use and should minimize the likely impacts on adjacent land uses, on the nearby transportation system, and on City utility systems.
- b) Strengthen the regulations for MARTA transit-station areas and buffers (natural and man-made) as a means of lessening the impacts of the heights and masses of high-density land uses on adjacent low-density residential areas.
- c) Discourage land speculation and disinvestment activities that lead to neighborhood buyouts, to the demolition of significant buildings (historic or otherwise), or which result in buildings or land becoming vacant.

- d) Encourage new housing development that is compatible with the character of existing neighborhoods. “Character of neighborhoods” is defined by attributes of the platting pattern, including the layout of streets and blocks, the shapes and sizes of lots, the natural topography, and the presence of mature trees.
- e) Encourage residential zoning categories that accomplish the following: (a) describe the various residential development patterns and densities which exist in the City; (b) accurately reflect the existing platting pattern of neighborhoods; and (c) contain adequate controls to preserve the character-defining elements of neighborhoods.
- f) Ensure that the sizes and scales of new homes are commensurate with lot sizes in order to ensure the presence of adequate open space, permeable surfaces, and tree cover on each lot.
- g) Encourage the development of infill housing at appropriate densities in sparsely developed areas.
- h) Offer economic incentives to builders and developers in order to assist them in the construction of new low- and moderate-income housing throughout the City.
- i) Reduce homebuilding costs by adopting appropriate infrastructure construction requirements that are consistent with the protection of the public health and safety.
- j) Maintain the boundaries of existing single-family neighborhoods in order to prevent encroachment by nonresidential or incompatibly scaled residential land uses.
- k) Adopt Neighborhood Commercial Districts where appropriate to stabilize existing neighborhood commercial areas and to promote the formation of new ones.

## 2. Promote Nodal Development

The following eight sub-policies are directed at promoting nodal development:

- a) Promote nodal development at all existing and proposed development nodes, including expressway interchanges.
- b) Promote the concentration of different types of public service uses, such as those that are related to health, education, day care, and libraries.
- c) Minimize the existence of parking facilities near transit stations which currently feature parking facilities in order to encourage the use of the rapid transit system and in order to provide land for the development of high-density uses (residential, office and retail) in areas immediately around the station.
- d) Promote pedestrian systems within nodal development areas; and extend these systems outward to adjacent activity centers.
- e) Promote retail development in nodal development areas through zoning and other incentives. These areas include Fairlie-Poplar, West End, Upper Downtown, Midtown, and Greenbriar.
- f) Expand residential use by emphasizing mixed-use development and by replacing demolished residential units with new residential units in nodal development areas.

- g) Limit development densities to levels that can be accommodated by transportation and infrastructure systems.
- h) Incorporate transitional use districts into the planning and design of development nodes.

### 3. Discourage Strip Commercial Development

The following four sub-policies have been adopted by the City of Atlanta for the purpose of discouraging strip development.

- a) Encourage coordinated, planned development activity and discourage the continuation and expansion of strip commercial areas.
- b) Promote the installation of appropriate and sufficient landscaping in parking lots, landscaped sidewalk areas, and landscaped buffers as a means of lessening the negative visual impacts of strip development.
- c) Promote the development of a mix of land uses (primarily commercial and residential) along commercial strips so that traffic generation peaks at different times during the day.
- d) Limit the lengths of strip development along arterial roads.

### 4. Promote Residential Density Near Available Infrastructure

The City assigns high priority to the development of affordable housing for households of all income levels, especially those having low or moderate incomes.

These policy recommendations have been prepared to insure that new housing is supported by sufficient infrastructure; is not isolated from retail and other housing-related facilities and amenities; and does not adversely impact existing neighborhoods.

- a) Encourage the development of very high-density uses in nodal development areas around certain transit stations, as is specified in the Urban Framework Plan.
- b) Encourage the development of high-density housing along major arterial routes that have transit service available to MARTA stations. Assure that adjacent neighborhoods are not adversely impacted and that development guidelines for the area are followed.
- c) Encourage the development of low- and medium-density multifamily residential uses on vacant or under-utilized tracts wherever they are compatible with surrounding uses.

### 5. Minimize Urban Sprawl

The City of Atlanta recognizes the need to minimize urban sprawl in order to promote the efficiency of public services. Four sub-policies have been established toward this end, as are listed below.

- a) Encourage residential infill development that is compatible with existing residential uses in order to take advantage of existing community facilities.
- b) Encourage appropriate neighborhood commercial uses as components of existing and future residential development.
- c) Promote the safe and orderly flow of traffic through the City by improving planned connections between proposed and existing streets, in conjunction with new development, and encourage the provision of local rather than arterial street access to residential subdivisions.
- d) Ensure that adequate recreational facilities, parks, and multi-purpose open spaces are available in conjunction with new land development.

#### 6. Develop Transit Station Areas

The City of Atlanta is committed to the development of mixed uses around MARTA transit stations in an effort to minimize urban sprawl, to reduce traffic congestion, to provide efficiency in public services, and to encourage the development of self-contained living and working environments. Developers of properties that are near the Buckhead and Lenox MARTA transit station areas have particularly carried out this policy through their recent development of major high-density mixed-use projects. In addition, the proposed development of a large, vacant tract of land adjacent to the Lindbergh MARTA station, should serve to stimulate further development within the vicinity. The Historic Westside Village mixed-use development around the Ashby Street MARTA Station is also expected to become a major development node around a transit station. Mixed-use development should be promoted around other MARTA transit stations as well.

#### 7. Redevelop Obsolete Industrial Areas

Many industrial buildings within industrial areas of the City, including heavy manufacturing facilities and warehouses, were constructed decades ago when traditional types of industrial activities were more prominent. Changes in technology have caused these buildings to become obsolete for industrial uses. As a result, many of them have been vacant or partially vacant for some time. However, a significant number of these buildings are still structurally sound, thus they are physically suitable for adaptive reuse. Now, due to changes in the real estate market and business trends, such buildings have renewed economic potential.

In order to stimulate the reuse of these industrial buildings, the City has established the following four sub-policies:

- a) Promote the adaptive reuse or redevelopment of vacant, underutilized, obsolete, or structurally-deteriorated industrial and commercial properties that are associated with the historic railroad corridors of Atlanta in order to increase the possibilities for introducing modern industries, businesses, and/or mixed-use developments to central Atlanta and to increase the compatibility of these areas with the surrounding land uses.



- b) Provide landscaped or architectural buffers in order to minimize the occurrence of potentially adverse impacts of existing and proposed industrial uses on residential areas.
- c) Ensure that light industrial areas are redeveloped only after a Phase II Environmental Assessment has taken place and after any required remediation measures, have been completed.
- d) Encourage the redevelopment of underused industrial areas which have sufficient existing street and utility infrastructure rather than the expansion of development in areas that are undeserved by streets and utility connections.

#### 8. Enhance the Pedestrian System

The City of Atlanta seeks to encourage increased pedestrian travel as an alternative to short trips that would otherwise be made by automobile. In order to foster such activity, land uses need to be situated in such a manner that pedestrian access to them becomes attractive.

The four sub-policies that are listed below were established for the purpose of promoting pedestrian travel.

- a) Encourage street-level retail activities in order to maximize the use of streets by pedestrians.
- b) Ensure that sidewalks are constructed on and around properties for which new development is planned.
- c) Design and signalize street intersections for the safe and convenient crossing by pedestrians.
- d) Ensure that new construction meets Federal, State, and local handicapped accessibility guidelines.

#### 9. Promote Inter-jurisdictional Land Use Compatibility

The following two sub-policies were established for the purpose of promoting the development of land uses within the City of Atlanta that would be compatible with those of adjacent and nearby jurisdictions that are located within the Atlanta Region:

- a) Promote coordinated planning efforts with neighboring jurisdictions (local governments).
- b) Use a coordinated planning process to analyze land use decisions, as is prescribed by the “*Governor’s Growth Strategies Commission*” final report of 1989.

#### 10. Plan Land Use Transition Areas

Where land use classifications exist which permit the occurrence of development having incompatible characteristics, such as incompatible height, density, scale, appearance, or character,

they may be separated by representatives of other land use classifications which permit the occurrence of certain types of development that have intermediate characteristics, and which may act as transitional land use areas. The positioning of such “transitional land uses” is a highly desirable land use practice for protecting sensitive areas, and it is to be encouraged wherever it is possible.

## *LAND USE POLICIES FOR NEIGHBORHOOD PLANNING UNITS (NPUs)*

In addition to the preceding citywide land use policies, individual land use policies have been established for each of the 24 Neighborhood Planning Units (NPU's). These are listed in the next several pages.

### NPU-A:

- A-1 Preserve the single-family character of NPU 'A', including the following neighborhoods: Paces, Mount Paran-Northside, Chastain Park, Tuxedo Park, Moores Mill, Margaret Mitchell, Randall Mill, and West Paces Ferry-Northside.
- A-2 Maintain the boundaries of the I-75/West Paces Ferry commercial node. Incorporate pedestrian amenities and encourage street-level retail uses in order to maximize pedestrian activity. Treat low- and medium-density residential areas as buffers for surrounding single-family neighborhoods. Maintain the existing scale of the structures in the commercial district.
- A-3 Maintain the boundaries of the Roswell Road commercial and medium-density residential corridor.
- A-4 Limit the development of office-institutional uses to the northwest quadrant of the I-75/Mount Paran Road/I-75 Interchange and prevent the development of additional commercial use.
- A-5 Preserve the single-family residential character of existing neighborhoods surrounding the I-75/Moores Mill Road Interchange.
- A-6 Protect the environment and preserve the character of the Paces neighborhood west of Nancy Creek by promoting single-family residential development having a maximum density of 0.5 units per acre.
- A-7 Limit multi-family uses on Northside Parkway from the Cobb County Line to Moores Mill Road.
- A-8 Preserve the existing zoning boundaries of the Paces Civic Association neighborhood.
- A-9 Maintain the existing zoning boundaries of the Randall Mill neighborhood in which the Paces West Town Homes and the Longcourte cluster housing development serve as the transitional use between the office/commercial center and the one-acre, single family housing along West Paces Ferry Road, East Beechwood Drive and Randall Mill Road.
- A-10 Establish a broader scope Chastain Park Trust or amend the existing Chastain Park Amphitheatre Trust- to be funded, in part, by additional event-based impact fees- for the additional purpose of mitigating event-related costs (park and adjacent neighborhood infrastructures, noise, traffic, safety and waste issues from more than 60 concerts in a six-month season) as well as supporting the full implementation of the Chastain Park Master Plan.

NPU-B:

- B-1 Implement minimum standards for “open” space and “green space” in lieu of “open space” only. Minimum standards should be based on square feet of development in all categories except single family residential (R-1 through R-5).
- B-2 Preserve the historic integrity of the Brookhaven, Garden Hills, Peachtree Heights East, Peachtree Park, and Tuxedo Park neighborhoods, as well as the West Paces Ferry Road commercial district.
- B-3 Maintain the Southern Railroad and MARTA tracks as the firm boundary of the Lenox MARTA Station development node. Discourage nonresidential uses on the southern boundary of the Pine Hills neighborhood.
- B-4 Maintain the CSX Railroad and MARTA tracks as the firm southern boundary of the Lenox station development node. Permit no residential uses to encroach upon the Pine Hill neighborhood south of this boundary. Maintain current CDP zoning and land-use densities in Pine Hill (single family and multi-family). Protect single-family uses in the interior of the neighborhood and limit multi-family uses to those properties having frontage along Lenox Road.
- B-5 Maintain residential-only uses along both sides of the Roxboro Road corridor from Peachtree Road to East Paces Ferry Road. Permit only low-density development (O-8 U/A) on lots on the east side of Roxboro Road and medium-density development on the west side of Roxboro. Maintain the existing uses and densities along the Peachtree Road corridor from Roxboro Road to the DeKalb County Line. Permit no nonresidential use to encroach upon Ridgedale Park or Brookhaven neighborhoods.
- B-6 Maintain Lenox Road/Phipps Boulevard (also know as the Buckhead Loop/ Wieuca Road Connector) as the firm boundary between residential land use north of the boundary and mixed-use land use south of the boundary. Permit no non-residential uses to encroach upon the single-family uses of the North Buckhead neighborhood north of Lenox Road. also know as the Buckhead Loop/Phipps Boulevard/Wieuca Road Connector.
- B-7 Within the capacity of the existing sewer, transportation, and storm water systems, permit development of high-density residential and mixed-uses development in the development nodes that are associated with the Buckhead, Lenox, and Lindbergh MARTA stations. Encourage development that is located in designated mixed-use districts to consist of residential and commercial (office and /or retail) uses that have a ratio of at least 1:1 with development to be phased so that residential space is developed in advance or concurrent with, an equivalent amount of commercial (office and retail) space.
- B-8 Contain strip commercial use along Peachtree, Piedmont and Roswell Roads. Promote the redevelopment of existing commercial strips along these corridors so as to enable the reduction of curb cuts and turn-lanes, as well as the improvement and consolidation of points of automobile access to the development and the utilizing of Neighborhood Commercial Zoning. Maintain existing land use along and existing land uses and densities along the Roswell Road corridor. Protect the integrity of R-LC (Residential-

Limited Commercial) Districts on East Paces Ferry Road, east of the Buckhead Village and west of Piedmont Road, East Shadowlawn, Pharr Road at Hardman Court, Hardman Court, Lookout Place, Grandview Avenue, North Fulton Drive and Piedmont Road between Pharr Road and East Wesley Road from encroaching by commercial zoning districts. Encourage pedestrian connectivity and bicycle lanes along all major connections.

- B-9 Implement Special Public Interest (SPI) District regulations that are contained in the study entitled “A Vision for Buckhead Village” using recommendations by the Buckhead Action Committee in the “Buckhead Action Plan” related to transportation, pedestrian safety and appeal, and street scapes. Maintain the diversity of low-density commercial uses and promote a mix of multi-family residential housing types in the same building, with parking included within the Buckhead Village. Maintain high-density commercial and residential uses north of Buckhead Village along the Peachtree corridor; promote transitional zones between residential neighborhoods using mid and low-rise mixed-use development. Encourage all development in the area covered in the “Buckhead Action Plan” to be in accordance with the guidelines set forth in the final adopted version of the “Buckhead Action Plan” by incorporating appropriate elements into the CDP.
- B-10 Support and promote the Buckhead Action Committee’s Livable Centers Initiative.

NPU-C:

- C-1 Maintain the office-institutional character of that portion of the I-75/West Paces Ferry development node within NPU-C. Treat existing low- and medium-density areas as buffers for surrounding single-family neighborhoods.
- C-2 Protect single-family land uses throughout the NPU. Restrict commercial and multi-family encroachment in the following areas: 1) north of the intersection of Howell Mill and Collier Roads to the intersection of Howell Mill Road and Northside Parkway; 2) eastward from the intersection of Howell Mill and Collier Roads to the intersection of Collier Road and Anjaco Drive; and 3) eastward from the intersection of Moores Mill Road and DeFoors Ferry Road to West Paces Ferry Road.
- C-3 Provide landscaped or architectural buffers that are of sufficient scale and depth between diverse land uses in order to minimize higher-density impacts on single-family residential areas.
- C-4 Maintain the current boundaries of existing commercial and industrial uses, including those which lie along and adjacent to the Peachtree Road, Collier Road, Bolton Road, and Howell Mill Road corridors, in order to prevent the expansion of said uses into the single family residential areas of the NPU.
- C-5 Encourage the redevelopment of the retail districts along Howell Mill Road, Bolton Road, Coronet Way, and Collier Road. Consolidate strip commercial uses so as to foster unified development having a minimum number of curb cuts.

NPU-D:

- D-1 Protect the single-family and low-density residential areas in NPU-D, including the following neighborhoods: Underwood Hills Park, Bolton, Riverside, Whittier Mill Village, Hills Park, and Berkeley Park.

- D-2 Restrict commercial and further multi-family development on the East Side of DeFoor Avenue. Encourage residential land use on the west side of DeFoor Avenue as the industrial uses become obsolete.
- D-3 Maintain low-density residential land use in the area of the Berkeley Park Neighborhood that lies between Howell Mill Road and Northside Drive, pending clarification of MARTA's plans for the Northwest Line and the proposed Northside Station.
- D-4 Preserve the historic and single-family integrity of the Whittier Mill Village Historic District.
- D-5 Introduce a transitional buffer zone between single-family uses and industrial uses to help to protect the Whittier Mill Historic District from adjacent development.
- D-6 Encourage the re-designation of properties that are in proximity to the Whittier Mill site and the Chattahoochee River from industrial to open space to enable the development of a recreation and conservation district within the Chattahoochee River Corridor and floodplain.
- D-7 Review the industrially-classified properties to determine the potential for vacant and underutilized to be reclassified to residential
- D-8 Where industrial uses are to remain, provide landscaped or architectural buffers to minimize their impacts on residential areas.
- D-9 Encourage the addition of a second roadway through Riverside to handle industrial and by-pass traffic.
- D-10 Encourage the development of James Jackson into a major commercial corridor I the NW quadrant.
- D-11 Encourage the utilization of undeveloped land along the Chattahoochee River for a park and bike trail.
- D-12 Encourage the re-zoning of the Riverside area from R-4A to R-4.
- D-13 Support the creation of neighborhood commercial zones within the Riverside community.
- D-14 Support improvements to Bolton Road with the addition of sidewalks and other streetscape measures.

NPU-E:

- E-1 Maintain Tenth Street as the boundary between the Georgia Tech campus and the Home Park Neighborhood.
- E-2 Promote the development of housing and accessory commercial uses in the Upper Midtown area in accordance with density, height, and design guidelines that serve to protect the character of Piedmont Park and adjoining residential neighborhoods. The Upper Midtown area is bounded by Fourteenth Street on the west. Promote low-rise,

- high-density residential development in the portion of the Upper Midtown area that is bounded by Piedmont Park, Tenth Street, and Piedmont Avenue; and mid-rise, high-density residential development along the western frontage of Piedmont Avenue. Promote residential development elsewhere in the Upper Midtown area at densities, heights, and scale that increase from Piedmont Avenue to Juniper Street. Protect views of and from Piedmont Park and Downtown Atlanta through design guidelines relating to setbacks and the orientation of buildings.
- E-3 Promote medium-density residential use (17-29 units/acre) in the area that is bounded by Piedmont Avenue, Westminster Drive, and the Southern Railroad.
  - E-4 Preserve the historic integrity of the Ansley Park, Brookwood Hills, Georgia Tech, Midtown, Morningside, and Piedmont Park neighborhoods.
  - E-5 Encourage mixed-use nodal development that is centered on the MARTA stations which are located within the Peachtree Road corridor. Promote the use of the Midtown Development Guidelines.
  - E-6 Encourage street-level retail uses in order to maximize pedestrian activity and facilitate the development of a pedestrian system.
  - E-7 Provide mixed-use development (with residential space at a 1:1 ratio with non-residential) in the area that is located west of the Southern Railroad between City Hall East (formerly known as “the Sears site”) on Ponce de Leon Avenue and Midtown Plaza. Maintain the low-density residential (0-8-units/acre) character of the Midtown neighborhood along St. Charles Avenue and Greenwood Avenue.
  - E-8 Preserve the single-family and low-density residential character of the Ansley Park, Sherwood Forest, Brookwood Hills, Ardmore, Loring Heights, Midtown, and Home Park neighborhoods.
  - E-9 Protect the residential character of the Inwood Circle neighborhood.
  - E-10 Support the long-range use of the Southern Railroad right-of-way that exists between Ansley Mall and Ford Factory Square for open space usage. Secure this right-of-way if or when the railroad use is abandoned.
  - E-11 Provide landscaped or architectural buffers between diverse land uses in order to minimize impacts on residential areas.

NPU-F:

- F-1 Restrict industrial uses along Cheshire Bridge Road and retain only those industrial uses that are compatible with surrounding development patterns along the Norfolk Southern Railroad right-of-way, Dutch Valley Road and Cheshire Bridge/Lindridge Road area. Provide landscaped or architectural buffers to minimize the potential impacts on residential areas.
- F-2 Protect the historic integrity and single-family character of Virginia-Highland, Atkin Park, Morningside-Lenox Park, Piedmont Heights and Lindridge Martin Manor neighborhoods and the low density residential character of the St. Charles-Greenwood neighborhoods.

- F-3 Consolidate strip commercial uses in order to create unified development having a minimum number of curb cuts. Discourage the occurrence of further strip development on Ponce de Leon Avenue, Monroe Drive, Piedmont Avenue, and Cheshire Bridge Road.
- F-4 Contain the small commercial districts along North Highland Avenue and Virginia Avenue within existing boundaries. Discourage uses having parking requirements that would adversely impact adjacent single-family and low-density residential neighborhoods.
- F-5 Encourage neighborhood commercial uses on Cheshire Bridge Road by downzoning them from C-2 to C-1.
- F-6 Discourage the rezoning of existing residential property to commercial zoning.
- F-7 Encourage new mixed-use and pedestrian oriented development along Cheshire Bridge road.

#### NPU-G

- G-1 Preserve the single-family and low-density residential character of the Scotts Crossing, Lincoln Homes, Almond Park, and Carey Park neighborhoods.
- G-2 Prevent the encroachment of industrial and commercial uses into residential areas.
- G-3 Contain strip commercial uses along Bankhead Highway. Consolidate strip commercial uses so as to create a unified development having a minimum number of curb cuts and turn lanes.
- G-4 Retain industrial uses, and provide landscaped or architectural buffers to minimize their potential impacts on adjacent residential areas.

#### NPU-H:

- H-1 Preserve the single-family residential character of NPU-H, including the Carroll Heights, Fairburn Heights, Adamsville, and Bolder Park Neighborhoods.
- H-2 Encourage infill development that is compatible with surrounding uses.
- H-3 Support unified development of the Adamsville commercial area and its associated community facilities without encroaching into adjacent residential areas.
- H-4 Encourage the development of office-institutional uses along Martin Luther King Jr. Drive from the Adamsville commercial area to the existing commercial use at the I-285 interchange without encroaching into adjacent residential areas.
- H-5 Maintain the boundaries of commercial, industrial, and institutional uses without encroaching into low-density residential areas.



- H-6 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.
- H-7 Retain industrial uses. Provide landscaped or architectural buffers to minimize their potential impacts on adjacent residential areas.
- H-8 Preserve, protect, and maintain floodplain areas in their natural states.
- H-9 Support Fulton County in the acquisition of a clear zone for the Fulton County/Brown Field Airport, which is located at the northern end of the Carroll Heights neighborhood, as is depicted on the land use map for NPU-H.

NPU-I:

- I-1 Preserve the single-family residential character of NPU-I, including the Collier Heights, Westhaven, Peyton Forest, Chalet Woods, Florida Heights, Westwood Terrace, Beecher Hills, Audubon Forest, Cascade Heights, and West Manor neighborhoods.
- I-2 Encourage infill development that is compatible with surrounding areas.
- I-3 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.
- I-4 Support redevelopment and unification of commercial and multifamily uses along Martin Luther King Jr. Drive and Bankhead Highway without encroachment into adjacent low density and single-family residential areas.
- I-5 Encourage concentrated, high-intensity mixed-use development in the Hightower /Hamilton E. Holmes Station development node.
- I-6 Support expansion of the Cascade Springs Nature Preserve in order to protect its integrity.

NPU-J:

- J-1 Preserve the single-family and low-density residential character of the Grove Park, West Lake, Dixie Hills, and Center Hill neighborhoods.
- J-2 Encourage medium-density commercial and residential uses in proximity to the Bankhead MARTA Station.
- J-3 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.

NPU-K:

- K-1 Preserve the single-family and low-density residential character of the following neighborhoods: Hunter Hills, Mozley Park, Knight Park/Howell Station, Bankhead, and Washington Park Historic District.

- K-2 Provide landscaped and/architectural buffers between commercial/industrial and residential uses.
- K-3 Prevent encroachment of commercial uses into residential areas.
- K-4 Clearly illustrate the borders of Mozley Park, Maddox Park, and Knight Park as permanent protected green space on the City of Atlanta's Map of Neighborhoods.
- K-5 Support the creation of neighborhood commercial nodes around commercial intersections with a focus on retail and mixed-use development serving nearby neighborhoods in NPU-K.
- K-6 Support the creation of Neighborhood Commercial Nodes around commercial intersections with a focus on retail and mixed-use development serving nearby neighborhoods in NPU-K.
- K-7 Encourage the rezoning of all I-2 property to a mixed-use classification.

NPU-L:

- L-1 Preserve the low-density residential character of the English Avenue and Vine City neighborhoods.
- L-2 Preserve the historic integrity of the Vine City neighborhood.
- L-3 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.
- L-4 Maintain the boundaries of commercial, industrial, and institutional uses without encroachment into low-density residential areas.
- L-5 Encourage concentrated, high-intensity, mixed-use development in the Ashby Street Station Area Development Node.
- L-6 Encourage mixed-use development on property that is located between the Vine City Station, Martin Luther King Jr. Drive, and Northside Drive.

NPU-M:

- M-1 Encourage high-density mixed-use development in the commercial areas that are associated with the Civic Center and Civic Center MARTA Station. Residential uses that are associated with these areas should be provided at a 1:1 ratio with nonresidential uses.
- M-2 Promote the preservation of Castleberry Hill as a loft housing residential use within a commercial district.
- M-3 Promote a low-density mixed-used (commercial, office, entertainment, and residential) development pattern along Auburn and Edgewood Avenues in the Butler Street/Auburn Avenue neighborhood.

- M-4 Preserve the historic integrity of the Fairlie-Poplar, Sweet Auburn, Old Fourth Ward, Techwood Homes, Terminus, and Grady Memorial neighborhoods, as well as the Castleberry Hill National Register District.
- M-5 Preserve the historic integrity of the Baltimore Block and Martin Luther King Jr. landmark districts.
- M-6 Promote the highest density of development in the Central Business District around the MARTA transit stations: Garnett, Five Points, Omni, Georgia State, Peachtree Center, and Civic Center.
- M-7 Encourage street-level retail uses in order to maximize pedestrian activity and to facilitate development of a pedestrian people-mover system that links neighborhoods with Downtown.
- M-8 Promote the consolidation and unification of the local, state, and federal government facilities in the southeast section of the Central Business District.
- M-9 Promote and expand low- and medium-density residential uses in the Old Fourth Ward neighborhood, emphasizing increased single-family home-ownership.
- M-10 Encourage the reuse or redevelopment of vacant, under-utilized, obsolescent, and/or structurally deteriorated industrial and commercial properties that are associated with the historic railroad corridors bordering the Butler Street/Auburn Avenue and Old Fourth Ward neighborhoods. Promote mixed-use developments that would increase compatibility with the surrounding residential land uses while generating modern industries, businesses, and employment opportunities for center-city residents.
- M-11 Control the development of businesses, such as stores, labor pools, and adult entertainment establishments.

NPU-N:

- N-1 Encourage development in Inman Park consistent with and in support of the specific guidelines established by the Inman Park Historic Designation Regulation adopted by the Atlanta City Council as an ordinance entitled 20J, Inman Park Historical District, and the applicable policy statements contained in the District 2 Railroad Corridor Study.
- N-2 Maintain the Little Five Points Neighborhood Commercial District (NC-1) boundaries to prevent the encroachment of non-residential uses into surrounding residentially zoned areas.
- N-3 Prohibit the expansion of industrial and commercial uses along DeKalb Avenue through Inman Park and prohibit the expansion of commercial uses at Hurt & Edgewood, at Austin & Elizabeth, at N. Highland & Bernina, at Highland & Colquitt and at Waddell & Edgewood into the existing surrounding residentially zoned areas.
- N-4 Encourage non-invasive, community sensitive mixed use, development and/or re-development of formerly industrial and commercial property along the DeKalb Avenue corridor through Inman Park, enhancing and encouraging compatibility with the “small-town/downtown” character of the neighborhood.

- N-5 Promote the re-zoning of commercial properties along DeKalb Avenue (from Clifton Road east to Ridgecrest) to Neighborhood Commercial in order to encourage destination-oriented and pedestrian-friendly activity through mixed-use development.
- N-6 Maintain all of Poncey-Highland's existing Low Density Residential zoning designations, and specifically, maintain all Single-Family zoning designations.
- N-7 Encourage the redevelopment of the southeast corner of North Highland and North Avenues in accordance with the Neighborhood Commercial District zoning classification, preserving the existing commercial building at 599 North Highland Avenue.
- N-8 Evaluate, promote & support development of a neighborhood sensitive parking garage within the boundaries of Little Five Points, NC-1, complying with the design guidelines established and included in the NC-1 Ordinance.
- N-9 Maintain the Bass Playing Field as open space used for community recreation.
- N-10 Discourage “park for hire” surface parking lots within the Inman Park Historic District to insure against unsightly and incompatible development.
- N-11 Discourage the development of new surface parking lots within the Poncey-Highland neighborhood district.
- N-12 Encourage the use of existing neighborhood alleys for parking access to private homes, trash pickup and utility lines. Where and when appropriate, encourage and support such expanded use.
- N-13 Encourage that watershed and drainage impacts are afforded equal importance as land use planning and development decisions and other planning functions, such as transportation. Request that this consideration take place well before the construction permit stage.
- N-14 Encourage the continued development of vacant infill lots in Cabbagetown as single-family and duplex residences compatible in scale and character with the existing fabric of the neighborhood.
- N-15 Encourage the development of the Memorial Drive edge of Cabbagetown in keeping with the commercial nature of the area and in conjunction with the overall vision of the Memorial Drive/MLK Drive Revitalization Plan adopted by City Council 10/1/01 (01-R-0921).
- N-16 Encourage development on Memorial Drive between Boulevard and Pearl Street in a mixed-use urban pattern with housing and retail uses and with a maximum building height of 2-3 stories in keeping with the scale of adjacent residences.
- N-17 Encourage development along Carroll Street in Cabbagetown with shops at street level and residential above through the continued renovation of mixed-use buildings, the construction of new infill buildings and the development of the parking area immediately west of Carroll Street, currently owned by Fulton Bag and Mill Lofts.

- N-18 Encourage redevelopment of the block containing the existing truck yard (Memorial, Estoria, Tye, Pearl and Gaskill Streets) in accordance with the adopted Memorial Drive/MLK Drive Revitalization Plan with particular attention to the context of new development with the adjacent residential structures and the possibility of extending Chastain Street to provide additional access and sites for residential development.
- N-19 Encourage the redevelopment of Pearl Street as an internal neighborhood street of single-family and duplex housing. New development should be accomplished with sensitivity to both the scale and character of existing single family and duplex structures.
- N-20 Encourage and facilitate development within Reynoldstown that is consistent with principals and policies outlined in the Reynoldstown Master Plan, adopted by City Council January 16, 2001.
- N-21 Encourage the development of affordable housing as a high priority in Reynoldstown
- N-22 Limit Commercial Zoning to the C-1 classification to eliminate commercial development out of scale with the Reynoldstown neighborhood.
- N-23 Limit development of mixed-use project to parcels zoned for such use.
- N-24 Encourage buffering of existing and new residential developments in the Reynoldstown area from more intensive non-residential development.
- N-25 Support mixed-income developments in Reynoldstown.

NPU-O:

- O-1 Preserve the single-family and low-density residential character of the East Lake, Kirkwood, and Edgewood neighborhoods.
- O-2 Preserve the character of the Kirkwood and Edgewood neighborhoods.
- O-3 Retain industrial uses. Provide landscaped or architectural buffers to minimize their impacts on residential areas.
- O-4 Prevent encroachment of industrial and commercial uses into residential areas.

NPU-P:

- P-1 Preserve the single-family residential character of NPU P, including the neighborhoods of Niskey Lake, Kings Forest, Heritage Valley, and Ben Hill.
- P-2 Encourage residential infill development that is compatible with adjacent development.
- P-3 Maintain the boundaries of existing commercial districts, and prevent the encroachment of commercial uses into residential areas.
- P-4 Support unified development of the Ben Hill commercial area and its associated community facilities.

P-5 Support the reuse of the existing rock quarry, as is identified in the reclamation plan.

NPU-R:

- R-1 Preserve the single-family residential areas of NPU-R, including the Adams Park and Southwest Atlanta neighborhoods.
- R-2 Encourage residential infill development that is compatible with adjacent development.
- R-3 Support unified development of the Campbellton Road commercial corridor, including Greenbriar Mall and Campbellton Plaza, without encroaching into adjacent residential areas.
- R-4 Consolidate strip-commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.
- R-5 Support unified development in the Greenbriar commercial area, with an emphasis on concentrated mixed-use development.
- R-6 Restrict uses in the industrial land use category to allow business parks only. Such business parks shall include complementary groupings of office, warehousing, distribution, and light manufacturing uses, provided that such light manufacturing activity is limited to the processing or assembly of completed parts or components into finished or semi-finished products. Such uses shall not involve any hazardous materials or excessive noise, odor, vibration, or other negative impacts. Further, such uses shall exist in a park-like setting and shall be situated in such a manner as to preclude the occurrence of any adverse impacts on any nearby residential uses.

NPU-S:

- S-1 Preserve the single-family and low-density residential character of the Venetian Hills and Oakland City neighborhoods.
- S-2 Preserve the historic integrity of the Oakland City neighborhood.
- S-3 Prevent the encroachment of commercial uses into adjacent single-family and low-density residential neighborhoods.
- S-4 Create opportunities for commercial property owners and merchants to improve their properties through a uniform and coordinated method that links the character, design standards, and historic nature of the community.
- S-5 Install and improve sidewalks throughout the NPU-S neighborhoods.
- S-6 Encourage the rezoning of properties within the NPU that are currently incompatible with residential uses to a more compatible zoning district.

- S-7 Encourage the development of a Neighborhood Commercial Zoning District for the Cascade/Beecher commercial node to promote new high quality retail services to the area.
- S-8 Encourage the adoption of local design standards that would enhance the identity of the retail community.
- S-9 Improve the pedestrian access by developing and improving sidewalks and streetscapes within the Cascade/Beecher commercial node.

#### NPU-T

- T-1 Preserve the single-family and low-density character of the Westview, Just Us, Ashview Heights, and West End neighborhoods.
- T-2 Promote the orderly expansion of Atlanta University Center and preserve the historic character of the West End neighborhood.
- T-3 Support the expansion of Atlanta University Center colleges in accordance with a master plan to be approved by the City of Atlanta.
- T-4 Encourage the development of concentrated, high-intensity mixed use development in the West End Station Area Development Node.
- T-5 Support the development of street-level retail uses along Ralph D. Abernathy Drive from Lee Street to Ashby Street.
- T-6 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.
- T-7 Promote medium density residential (0-16 units/acre) development of the Brown High School site in a manner that preserves the historic integrity of the West End neighborhood.
- T-8 Promote the residential quality of neighborhoods and foster and assist citizens with homeowner acquisition, rehabilitation/renovation, and sales of real property.
- T-9 Support the unified development of the Abernathy commercial district, extending into the Cascade commercial district to Donnelly Street, without encroaching into adjacent residential areas.
- T-10 Support the finalization of redevelopment plans for the Sears Building and the Candler Warehouse.

#### NPU-V:

- V-1 Preserve and promote the low-density residential character of the Adair Park, Pittsburg, Mechanicsville (south of Georgia Avenue), Summerhill (south of Georgia Avenue), and Peoplestown neighborhoods by encouraging a mix of incomes and housing types in the redevelopment of NPU-V.

- V-2 Encourage mixed-use and neighborhood commercial development activities in the Georgia Avenue, Ralph David Abernathy Boulevard, Atlanta Avenue, and McDaniel Street (as were proposed in the respective neighborhood redevelopment plans) areas in order to reestablish the historical small-town ambiance of these areas.
- V-3 Retain industrial uses that are compatible with their surrounding development patterns. Provide landscape or architectural buffers in order to minimize their impacts on residential areas.
- V-4 Promote and expand low-density mixed-use (commercial, residential, office, and office) development patterns that are compatible with the surrounding residential areas and are located along major transportation routes.
- V-5 Promote mixed-use and commercial development on Capitol Avenue in order to create a vital connection to the Downtown area.
- V-6 Encourage the environmental rehabilitation and reuse or redevelopment of the Candler Warehouse. Promote light industrial, loft housing, and/or office usage of this property.
- V-7 Maintain the land-use boundaries that were identified in the redevelopment plan for NPU-V in order to minimize the adverse effects of special events parking on neighborhoods.
- V-8 Promote increased MARTA access to Turner Field (also known as Braves Stadium) in order to reduce the continued need for parking in NPU-V neighborhoods and to enhance the further development of the community.

NPU-W:

- W-1 Preserve the single-family and low-density character of the Ormewood Park, East Atlanta, Woodland Hills, Custer Avenue, McDonough, Guice, Benteen, Boulevard Heights, and Grant Park neighborhoods.
- W-2 Preserve the historic integrity of the Grant Park neighborhood and the Oakland Cemetery Historic District.
- W-3 Promote low-density residential development of the Hoke Smith High School property in a manner that preserves the historic integrity of the Grant Park neighborhood.
- W-4 Encourage mixed use development along the Memorial Drive and Moreland Avenue corridors. Consolidate strip- commercial uses in order to create a unified development pattern having a minimum number of curb cuts and turn lanes.
- W-5 Maintain the boundaries of the existing commercial uses along Hill Street from I-20 to Memorial Drive. Prevent the encroachment of these uses into adjacent residential areas.
- W-6 Support the development of a limited access road from I-20 to the CSX landport facility between Memorial Drive and Boulevard. Minimize the adverse impacts of the CSX landport facility on adjacent residential areas.



- W-7 Support and promote the continued commercial revitalization efforts for the East Atlanta business district.
- W-8 Encourage and foster the revitalization of NPU-W by annually reviewing the City's NPU-W 15-year Recommended Land Use Map.
- W-9 Promote the redevelopment of the Williams Brothers/Blue Circle property north of Glenwood Avenue and east of Boulevard as a mixed housing/retail commercial area. Promote this area as a viable location for major grocery and anchor stores, with supporting smaller retail/restaurant businesses. These new commercial uses should serve to provide an appropriate transition from commercial to adjacent residential areas.
- W-10 Support the adoptive reuse of the facilities comprising the former John B. Gordon School, John Slaton School, and Anne E. West School for residential and neighborhood-oriented commercial purposes, and preserve the historically significant components of the structures.
- W-11 Encourage the preservation and promote the use of the Entrenchment Creek floodplain as open space and the site of a 25-acre park and adjacent PDH housing.
- W-12 Support a restriction on the siting of impound lots, landfills, municipal trash transfer stations and other similar facilities in NPU-W

NPU-X:

- X-1 Preserve the single-family character of the Capitol View, Capitol Manor, Sylvan Hills, Perkerson and Hammond Park neighborhoods.
- X-2 Preserve the historic integrity of the Capitol View neighborhood.
- X-3 Support unified development in the Cleveland Avenue/I-75 and the Lakewood Freeway/I-75/85/ Langford Parkway Interchange areas, with emphasis on concentrated mixed-use development.
- X-4 Consolidate strip commercial uses in order to create a unified development having a minimum number of curb cuts and turn lanes.
- X-5 Maintain the boundaries of industrial uses on Murphy Avenue and prevent industrial encroachment into adjacent single-family residential areas.
- X-6 Encourage the creation and development of a Master Plan for NPU-X.
- X-7 Encourage the support of Perkerson Park.
- X-8 Encourage and promote low density commercial and neighborhood commercial land uses at the following intersections: Avon at Murphy, Dill Avenue at Murphy, Deckner at Murphy, Birch at Deckner, Lakewood at Murphy and Metropolitan Parkway west side immediately north of Casplan, across from the Atlanta Metropolitan College.

## NPU Y

- Y-1 Preserve the single-family and low-density residential character of the Chosewood Park, High Point, Joyland, Betmar LaVilla, South Atlanta, and Lakewood Heights neighborhoods.
- Y-2 Promote the redevelopment of the Lakewood Fairgrounds property as an entertainment/sports center. Preserve the historic fairground buildings.
- Y-3 Consolidate strip commercial uses to create a unified development pattern having a minimum number of curb cuts and turn lanes.

## NPU Z:

- Z-1 Preserve the single-family and low-density residential character of the Thomasville, Norwood Manor, Leila Valley, Rebel Forest, Polar Rock, Lakewood, Orchard Knob, and Pennington Park neighborhoods.
- Z-2 Promote the industrial and low-density commercial development of property that is located between I-285 and the City Limits that is impacted by airport noise.
- Z-3 Promote industrial development east of the existing residential uses on Forest Park Road.
- Z-4 Promote commercial development at the I-75/Cleveland Avenue Interchange.
- Z-5 Preserve floodplain areas along South River, William's Creek, and Poole Creek as open space.
- Z-6 Consolidate strip commercial uses to create a unified development pattern having a minimum number of curb cuts and turn lanes.
- Z-7 Retain industrial uses. Provide landscaped or architectural buffers in order to minimize the impacts of industrial uses on residential areas.

## **Land Use Activities Currently Underway**

The City is currently pursuing a number of activities in support of the land use policies described in this chapter, including:

### *Amendments to the Zoning Code*

In response to community values, market-driven demand, and environmental concerns, the City initiates, on an ongoing basis, changes to the current zoning code. These changes are intended to implement the City's land use policies in a rational and equitable manner. Recent changes include the recently adopted Neighborhood Commercial District, as well as revisions to the Special Public Interest districts for Midtown, Lindbergh and Downtown.

### *Specific Area Plans and Studies*

In recognition of the shifts in the locations of industrial facilities described in an earlier part of this chapter, the City plans to conduct a **Citywide industrial study** which should serve several purposes: 1) to identify the appropriate locations for industrial land uses; 2) to target areas where existing industrial buildings may be suitable for conversion from heavy to light industrial uses; and 3) to establish a Citywide industrial policy.

**District Two Rail Corridor Inventory & Assessment:** A study to inventory and assess the large parcels of undeveloped and/or underdeveloped industrial zoned properties along the Norfolk Southern rail corridor. The outcome of the study will develop a vision and strategy for the development of these properties.

**Livable Centers Initiative:** The City is also involved with the Livable Centers Initiative (LCI), sponsored by the Atlanta Regional Commission. The primary focus of the program is to encourage pedestrian-oriented, mixed-income residential development, as well as mixed-use developments and improve the connectivity at the activity and town center level as an alternative to standard suburban or strip type developments in a manner that reduces dependence on the automobile. The City, partnered with other organizations, is developing several Livable Centers, these include: Greenbriar Mall, West End, Buckhead, and Downtown Atlanta/Old Fourth Ward. See 'Economic Development' chapter for details.